

EJ. #1642

IN THE MATTER OF JAPANESE WAR CRIMES AND IN
THE MATTER OF THE ILL-TREATMENT OF BRITISH
PRISONERS OF WAR ON A SEA VOYAGE FROM AMBON
ISLAND TO SOURABAYA IN THE "KAROS MARU"
DURING SEPTEMBER, OCTOBER AND NOVEMBER 1944.

A F F I D A V I T

I, No. 87163 Flight Lieutenant William Manning Blackwood,
R.A.F., with permanent home address at 11, Lyon Road, Harrow-
on-the-Hill, Middlesex, make oath and say as follows:-

1. In early September 1944 I was in the prisoner of war camp at WEIJAMI on Ambon Island. It was about that time that allied aircraft visited Ambon town and did terrific damage there. Shortly after that raid the Japanese decided to move the prisoners and on 17 September I found myself the senior British officer in charge of a small draft of British and Dutch prisoners of war who were to go on board the 500 ton Dutch ferry boat "KARON MARU".

2. On the morning of embarkation it rained for the first time for many days. My party marched bare foot or using wooden sandals in a glutiness sea of liquid mud which covered the sharp coral of the road surface. With guards harrassing us to hurry, the beri-beri crippled being pushed and bullied, and the stretcher bearers being goaded into a shambling trot, we made the jetty in about half an hour. There the stretchers were laid in the mud fully exposed to the pitiless rain, although a series of hutments were at hand by the roadside. After everybody was soaked through a few straw mats were produced and these were draped over the sicker men whose bewildered whimpers fell without response on the ears of the guards.

3. After nearly three hours wait, barges were brought alongside and we were ferried across the creek to where our transport lay at anchor. When we drew alongside I could scarcely believe that all 500 of us were expected to get aboard. When I realised that the holds were full and battened down, and that they were to travel as deck passengers, I was staggered. First of all the baggage was dumped on the hatch covers and an attempt was made to distribute the fit men, walking patients, and stretcher cases in the gangways and narrow deck spaces. The effect was like a London tube train in the rush hour. No level space could be found for the stretchers, and the sick men were subjected to acute discomfort and an ordeal which it was at once obvious they could not sustain for a

long sea passage. On protest the baggage was removed from the hatch covers. Settling into this terribly cramped space with sodden kit bags was almost impossible. Worse was to come. Firewood for the cookhouse fires on voyage was brought alongside. Picture a small ferry boat, not more than thirty feet in maximum beam and with perhaps forty five feet from the after bulkhead of the fo'castle to just abaft the midship as the limit of our allowed space, the remainder of the main deck and all deck works and housings out of bounds, and some indication of crowding is given. When the firewood was stacked all the deck space was full to the gunwale and the hapless men draped about in a sitting or squatting position. Two wooden boxes slung over the ship's sides were all the latrine accommodation provided. Into these boxes the palsied men had to drag themselves after a journey over piles of firewood fraught with difficulty for a fit man, let alone a sick one who could not walk on a tiled floor. We sailed that night.

4. During the sleepless night many men walked about miserably trying to find place to lie down without treading on someone else, which was impossible. During the night waves shipped through a sea door on one side of the ship and swept across the deck with each roll of the vessel, sweeping helpless stretcher cases about like flotsam. The men took advantage of daylight to try and settle themselves a little better. One man who had been brought aboard very sick died during the night, and was buried at sea.

5. About ten a. m. a meal of unflavoured rice porridge was served. This with only occasional additions of sweet potatoes, dried seaweed and water-lily roots, with another meal at night, was our staple diet for all the sixty-eight days of the voyage. At one or two islands cocoanuts and mangoes were bought through the Korean guard in charge of the cookhouse at monstrous prices, but for the most part the diet can be said to be plain rice and nothing else at all.

6. Already weakened by fifteen months of back breaking work, grievously sick from malnutrition and ill treatment, the rice diet soon produced its inevitable effect. Beri beri broke out almost universally. The sick, lying on the hatch, were given no shade, and in spite of repeated requests, no awning of any sort was provided until about thirty men had died from thirst and exposure. The water allowance was less than half a pint a day per man, and on several occasions after we reached MAKASSAR, the dying men on the hatch were treated to the spectacle of their guards bathing themselves in the drums of drinking water. En route to BONTAIN, one man crawling weakly

over the side into the latrine, fell overboard. The ship put about and the man was picked up. All officers were then lined up and lashed with a rope's end by KASIAMA, an English speaking Korean guard, as an example for not controlling our men.

7. Deaths were occurring daily by this time, and sacks full of sand were provided by the Japanese to attach to the legs of the corpses. Burial was only allowed when the ship was in motion, and any man who died during a period at anchor before MAKASSAR had to be bound up in his blanket and slung to the awning of the winch house until such time as we were again under way.

8. An atmosphere of horror was being built up on the ship which did not help the efforts of anyone to stay alive, and soon the number of dead began to increase. Then one day at Rahat on the island of MOENA a Japanese junk came alongside with about one hundred and fifty men who had left AMBON in August under the charge of Capt. VAN DER LOOT, one of the HAROEKOE draft Dutch officers. These men had been shot up on their ship by a Liberator, which sank them after it had set their ship on fire.

9. On my ship, already overcrowded with rapidly sickening men, the arrival of this extra number created undescrivable confusion. Hardly a man could even sit down properly, let alone lie down, and the new arrivals had left earlier than we because they were more sick. Their condition now, after a crowded journey, poor food and the added strain of being thrown into the sea unable to fend for themselves as they drifted away from their burning ship, was appalling to witness. Many of these were crippled beri-beri, several were raving, and all were pitifully weak. Somehow or other they were packed on board mingling inextricably with the four hundred and eighty odd that were left in my draft. There was no shade on the deck and the gangways and there was only room for a few of the very worst cases on the hatch. All the men lay spread out on the uneven bundles of firewood, blistering horribly in the tropical sun. Tongues began to blacken, raw shirtless shoulders to bleed, and all vestige of sanity deserted many. The night was filled with the yells and screams of the dying, the curses of the tired-out who tried to sleep, and the perpetual hiccoughing that afflicts a man about to die from beri-beri.

10. Scenes of indescribable horror became commonplace. Picking their way through the tangled mass of humanity lying about on the narrow ship, orderlies carried the naked, wasted bodies of the dead to the ship's side, where unheard, except by those present, the burial service for those who die at sea was read before casting the body with its weight sack, overboard. One youngster, maddened with sunstroke, shouted the thoughts of his disordered brain for thirty hours before he became too weak to talk any more. Just before he died, he snatched a full tin that was being used as a bed pan, and drank the contents greedily, thinking it was water, before he could be prevented.

11. Until we reached MAKASSAR, about the 7th October, smoking was prohibited because the holds were full of petrol and ammunition. At MAKASSAR, the few men who could work were pressed into service to unload the ship and some of the ammunition. The remaining boxes were levelled off, and men were allowed down the holds. Although still impossible crowded this was a slight improvement as the men could get out of the sun.

12. After the cargo was unloaded some mangoes were brought aboard and bought out of money from the profits of the HAROEKOE camp canteen. Water was taken aboard but the Korean in charge of the galley drew a pencil line at the full water line of the open drums threatening dire punishment to all on board in the way of ration cuts if the level went down at all during the night. He also kicked any man who had crawled under leaks in the hosepipes, and were trying to collect a few drops of the precious fluid.

13. When more stores had been taken aboard we set sail again. All were tremendously relieved, feeling that the back of the frightful journey had been broken. This, however, was not to be. For forty days we stood off a small island near MAKASSAR making occasional returns to the harbour. This was a tremendous blow to many of the sick who had keyed themselves up for the remaining journey and were now faced with day after day of idleness. By the time we eventually set sail again, nearly two hundred and fifty corpses had been thrown over the side.

14. When the survivors from the other ship were taken aboard, Lt. KURASHIMA, Sgt. MORI and KASIAMA (the English speaking Korean) all three of whom were at KAROEKOE throughout the occupation of that camp aboard as well. They had escaped in one of the ship's boats. The Lieutenant, true to his previous showing, did absolutely nothing at all to help us. Neither,

of course, did his sergeant or the interpreter KASIAMA. One accident is worthy of mention at this point.

15. As a sick Dutchman was dying one night, he started to hiccough very loudly and at close intervals Sgt. MORI appeared on the bridge and threatened to beat all the sick men unless the man was given an injection to make him sleep. This was done, but in half an hour he was awake again, Sgt. MORI repeated his threat, and another injection was given. After an hour the man woke again and started hiccoughing once more. Yelling at the top of his voice the Japanese sergeant insisted the man be given a third injection or else he would come down and lay about him with a stick among the stretcher cases. A third injection was given, and this time the wretched sick man was not heard again. He was dead.

16. The close packing of the sick, and the lack of room to move, made the conditions insanitary to an appalling degree. Try as they would (and they did try magnificently) the volunteer orderlies could only clean the immediate space vacated by a dead man before bringing up the next very sick man to take his place. Any attempt at washing thoroughly with sea water was impossible as there was nowhere to move the surrounding patients to keep them dry. Each man had about two feet of space and that was all. The result of this was caked excreta everywhere, lice and crabs all over the ship. No relief was available for bites. Men lay miserably scratching until they were raw. The whole ship smelt sour and disgusting.

17. At night the orderlies had a fearsome task, tiptoeing about the crowded hatches carrying stool tins and urine pots over the recumbent frames of men so rotten with beri-beri that they screamed aloud if merely brushed gently with the foot. The orderlies worked really hard at a thankless, heartbreaking task. The Dutch Doctor, Captain SPRINGER, who had done magnificent work at HAROEKOE, continued his tireless efforts on the mens' behalf, sparing himself not at all. F/Lt. PHILLIPS, another HAROEKOE doctor also worked splendidly doing all that was possible for the sick. Moving about the ship was difficult enough, but the Korean in charge of the cookhouse, KANIOKA, forbade the use of the aft gangway athwartships after some alleged theft of stores. This made movement very difficult indeed especially for the lame and the orderlies on dark moonless nights.

18. Eventually, after several false starts, we left MAKASSAR, with half our number dead and thrown into the sea. Apart from the ghastly conditions aboard the ship itself, there was, while we were at MAKASSAR, the added strain of several visitations by Allied aircraft who bombed the town and area. Aware of what had happened to the other ship, the survivors we had taken on suffered agonies of nervous conjecture, knowing that if they again had to take to the water, this time they would be too weak to swim and would sink like stones to their graves. On one such occasion, a small nose cap fell on board but nobody was hurt. We were extremely lucky in this respect for nothing else fell near us and no aircraft paid any attention to our small craft.

19. Crossing the straits of MAKASSAR just north of BARI BARI, we came down the East coast of BORNEO and eventually reached SOURABAYA after sixty-eight days at sea. Of six hundred and thirty men who had been aboard, only three hundred and twenty-five remained alive, and these were for the most part feeble, shambling wrecks, unwashed for two months and crawling with vermin. From SOURABAYA we left by train for BATAVIA.

20. Throughout this experience I never met with any attitude on the part of the Japanese commanders other than brutish cruelty, cynical indifference, unbelievable stupidity and utter incompetence. Those who would appear to be responsible were Lieutenant KURISHIMA who was ostensibly in charge of the PW on board, Sgt. MORI who was the Japanese N.C.O., in charge of us, KASIAMA who was the interpreter, KANOIKA who was in charge of the cook-house, and the remainder of the Korean Guard.

SWORN by the said WILLIAM MANNING BLACKWOOD)
at 6, Spring Gardens in the City of Westminster,))
this 7th day of March 1946)
(Signed) W.M. BLACKWOOD.

BEFORE ME: (Signed) A.M. BELL-MACDONALD.
Major Legal Staff,
Office of the Judge Advocate General,
LONDON, S.W. 1.

CERTIFIED TRUE COPY OF THE ORIGINAL AFFIDAVIT.

18th April 1946

(Signed) R. S. Lambe, Lt. Colonel
AAG War Crimes HQ, ACFSEA.

Ex 1642A

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日本戦争犯罪人ノ件及一九四四年九月、十月、十一月ヲ通ジ、「アンボン」島ヨリ「スラベヤ」ニ向フ「マロス丸」ノ航行中ニ於ケル英國俘虜ニ對スル虐待ノ件

供 通 告

私、第八七一六三號、英國空軍航空兵大尉、本籍「ミドルセックス」州、「ヘロウ。オン。ザ。ヒル」、「リヨン」街十一番地、ウイリアム。マニング。ブラツクウッド／ハ宣誓ヲ爲シ左ノ如ク陳述ス。

一、一九四四年九月初旬、私ハ「アンボン」島ノ「ウエイジャミ」ノ俘虜收容所ニ居リマシタ。聯合軍飛行機ガ「アンボン」市ニ飛來シテ、其處ニ悉ルベキ損害ヲ與ヘタノハ、其ノ頃デシタ。其ノ空襲後聞モナク、日本人ハ俘虜ヲ移動スル事ニ決シ、九月十七日ニ、私ハ英國先任將校トシテ、マロン丸ト云フ五〇〇噸ノ渡シ船ニ乗船スル事ニナツテキタ英國及オランダ俘虜ノ小分遣隊ノ責任者トナリマシタ。

二、出航ノ朝、久シ振リテ初メテ雨が降リマシタ。私ノ一隊ハ陸面ノ角バツタ珊瑚ヲ覆ツテ居タ粘ツタ泥海ノ中ヲ、探足テ或ハ木製ノサンダルヲ用ヒ

テ行進シマシタ。衛兵ハウルサク私達ヲ急ガセ、
 脚氣息者ハ押サレタリ、[○]サレタリシテ段ヲ引キ、
 擔架ヲ持ツタ者ハ責メラレテヨロメイテ歩キ、私
 達ハ約三十分カ、ツテ棧橋ニ着キマシタ。其處デ
 擔架ハ、容赦ナク陸ル雨ニスツカリ隠サレテ、泥
 ノ中ニ置カレマシタ。尤モ陸傍ノ直グ傍ニハ小屋
 ガ竝ンテ居リマシタガ、全員ズブ濡レニナツタ後、
 救救ノ聲が出サレ、是等ハ比較的悪い病人ニ掛ケ
 ラレマシタガ、是等ノ病人ノ營惑シタ鼻聲モ衛兵
 ノ耳ニハ何ノ反應モアリマセンドシタ。

三、三時間近ク待ツタ後、荷船ガ横付けニナリ、
 私達ハ私達ノ送船ガ碇泊シテキル處マデ、運河
 ヲ横斷シテ運バレマシタ。私達が舷側ニ近付イタ
 時、私ハ私達五〇〇人が全部乗船スル豫定デアル
 ト云フ事ヲ殆ンド信ジル事が出来マセンドシタ。
 船内ハ一杯デ営木デ密閉サレ、一同ガ甲板乗客ト
 シテ旅行スル事ニナツテ居ル事ヲ私が悟ツタ時、
 私ハ茫然トシマシタ。先ヅ荷物ハハツチノ盡ノ上
 ニ投ゲ込マレ、丈夫ナ者、歩行出来ル患者、ソシ
 テ擔架ノ患者ガ通陸ト欲イ甲板ノ空處ニ分散スル
 様ニサセラレマシタ。其ノ結果ハ、ラツシュ。ア
 ワーノ一ロンドン^①ノ地下鐵ノ様デシタ。擔架ニ
 乗ツテ居ル者ノ爲ニハ、平ナ場所ヲ見付ケル事が
 出来マセンドシタ。ソシテ病人ハ非常ナ不快ト、

長期ノ航海ニハ耐ヘラレナイ事ガ一見シテ明カナ
 苦シミトラシナケレバナリマセシタ。抗設ヲ
 スルト荷物ハハツチノ盡カラ取除カレマシタ。此
 ノ恐ロシク混雜シタ場所ニビシヨ瀕レノ難儀ト一
 緒ニ落付ク事ハ殆ンド不可能デシタ。コレカラ先
 ハ、コレドロロデハアリマセシタ。航海中ノ
 炊事場用ノ薪ガ傍ニ廻バレテ来マシタ。船幅最大
 ガ三十呎足ラズノ小サナ渡シ船デ、我々ノ許サレ
 タ場所ノ限度ガ、前甲板ノ後部ノ仕切りカラ船ノ
 中央部ノ丁度船尾寄り迄、恐ラク四十五呎デ、主
 甲板ノ後部ト甲板ノ施設物ヤ小索ナドガ亂雜ニサ
 レテキル風ヲ御想像下サイ。サウスレバ、混雜振
 リガ少シハ窺ヘレマス。薪ガ積ミ重ネラレルト、
 甲板ノ空處ハ船縁迄全部一杯ニナリマシタ。ソシ
 テ不幸ナ人々ハ此處彼處ニ匿ツタリ隠ツタリシテ
 眠ヲ下シテ居リマシタ。船縁ニ投ゲ出サレテキタ
 二箇ノ箱ガ、與ヘラレタ便所ノ設備ノ全部デシタ。
 是等ノ箱ハ身体ノ利カナイ病人ガ、丈夫ナ若テモ
 困難ナ薪ノ積荷ヲヤツト越エテ、身体ヲ引ヅツテ
 行クノデシタ。況ヤタイル張りノ床ノ上サヘモ歩
 行出来ナイ病人ニ於テオヤデス。私達ハ其ノ夜出
 航シマシタ。
 四、夜中眠ラズニ、澤山ノ人達ハ誰ヲモ陪マズニ
 寢ル場所ヲ捜サウトシテ、惨メニモ歩キ廻リマシ

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タガ、不可能デシタ。終夜、彼ガ船ノ片側ノ排水
口カラ侵入シテ、船ガ揺レル度ニ甲板ヲ洗ヒ、無
力ナ擔架ノ患若ヲ浮荷ノ様ニ圓弄シマシタ。人々
ハ日中ヲ利用シテ、少シデモ良ク身体ヲ安定サセ
様トシマシタ。重態デ乗船シタ一人ハ、其ノ夜中
ニ死ンデ、海ニ葬ラレマシタ。

五、午前十時頃、不味イ米ノ粥ガ支給サレマシタ。
甘藷、乾燥海藻及藍藻ノ根ガ時々付キ、夜ニモウ
一食ト是ガ六十四日ノ航海ヲ通ジテノ私退ノ主要
ナ食事デシタ。一、二ノ島デ、炊事場係ノ朝鮮人
ノ衛兵カラ一ココナツツーヤーマンゴウーヲ法外
ナ値デ買ヒ求メマシタ。然シ、大体ニ於テ、食事
ト云ヘバ只ノ米ダケデ、他ニ何モアリマセンデシ
タ。

六、十五ヶ月ノ激シイ勞働デ既ニ身体ガ弱リ、榮
養不良ト虐待ノ爲、耐難イ程身体ガ悪クナツテ居
タノデ、米食ハ問モナク其ノ避ケ難イ結果ヲ生ジ
マシタ。脚氣ニハ殆ンド全部ガ罹リマシタ。ハツ
チニ癩テ居ル病人ハ何ノ遮蔽物モ與ヘラレマセン
デシタ。再三要請シタニモ拘ラズ、三十人ノ人ガ
渴ト曝サレタ爲ニ死亡スル迄ハ、如何ナル種類ノ
食モ支給サレマセンデシタ。水ノ給與ハ一人ニ付
一日ニ半バイント足ラズデシタ。「マカツサル」
到着後、甲板ノ半死半生ノ人々ハ、彼等ノ衛兵ガ

飲料水ノ入ツタドラム桶デ水浴スル有様ヲ屢々見セ付ケラレマシタ。「ボンセイ」ヘ行ク途中、力無ク遣ツテ便所ニ行カウトシテ居タ一人ノ男ガ船カラ海中ヘ落チマシタ。船ヘ引返シテ、其ノ男ヘ救助サレマシタ。ソレカラ將校ハ全部登列サセラレ、英語ヲ話ス朝鮮人衛兵ノ「カシアマ」ニ、部下ノ監督不行届ノ見セシメトシテ、ロープノ端デ墮打サレマシタ。

七、此ノ頃迄ニハ、毎日死亡者ガアリマシタ。死体ノ足ニ付ケル爲ニ、砂ノ一杯入ツタ袋ガ日本人カラ渡サレマシタ。埋葬ハ船ガ進行中ノミ許サレマシタ。「マカツサル」到着前ハ、碇泊期間中ニ死亡スル者ガアルト、自分ノ毛布ニ包マレ、再ビ航行スル時迄、捲上機置場ノ天幕ニ吊リ下ゲラレル事ニナツテ居リマシタ。

八、恐ロシイ鬱悶氣ガ船ノ中ニ生ジツ、アツテ、誰モ生キテ居ヤウト云フ努力ヲシヨウトハシマセシマシタ。ソシテ同モナク死亡者ノ數ハ増加シ出シマシタ。ソレカラ或日ノ早、「モヤナ」島ノ「ラハト」デ一般ノ日本ノジャンクガ積付ケニナリマシタ。ソレニハ「ハロエコエ」デ徵集ノオランダ將校ノ一人デアル *Van Der Logt* 大尉ノ監督デ八月ニ「アンボン」ヲ出發シタ約一五〇名ノ人ガ乗ツテ居リマシタ。是等ノ人々ハ、船デリベレー

タ機ニ射撃ヲ受ケ、船ニ火災ヲ起シテ沈ンダノデ
シタ。

九、急速ニ病人ガ増加シテ、既ニ超船員ニナツテ
キタ私ノ船ニ此ノ増加人員ガ到着シタノデ、警告
モ及バヌ混雑ヲ生ジマシタ。殆ンド一人トシテ満
足ニ座ル事サヘ出来ズ、況ヤ横ニナル事ニ於テオ
ヤデアリマシタ。此等ノ新到着者達ハ私達ヨリ病
狀ガ悪カツタノデ、早く出發シテキタノデシタ。
乏シイ食物ト其ノ上海中ニ振ゼラレルト云フ氣疲
レヤ、燃エル船カラ漂流シタノデ、自力デ生キル
事モ出来ズ、彼等ノ状態ハ今ヤ、見ルモ恐ロシイ
様デシタ。彼等ノ多クハ不具ノ脚氣デシタシ、數
名ハ半狂亂デ、全員衰レナ程弱ツテ居リマシタ。
彼等ハ私ノ分遣隊デ殘ツテキタ四百八十名許リノ
者ト、ゴチャゴチャニ入混ツテ如何ニカシテ船ニ
詰メ込マレマシタ。甲板ヤ舷門ニハ覆トテナク、
ハツチニハ、眞ノ重病人ガ數名居ルダケノ余地シ
カアリマセンデシタ。入々ハ皆凸凹シタ薪ノ束ノ
上ニ散ラバツテ横ニナリ、熱帯ノ太陽ヲ受ケテ、
恐ロシク火ブクレニナツテ居マシタ。舌ハ黒ズミ
始メ、シヤツラ着テ居ナイ剣出シノ肩ハ出血シ始
メ、多クノ者ニハ正氣ノ痕跡モナクナリマシタ。
夜ハ死ニカケテキル者ノワスキ聲ヤ叫ビ聲、眠ラ
ウトスル疲レ切ツタ者ノ呪詛、脚氣デ死ナウトス

ル者ヲ言シメル絶エザル屹越テ瀕チテ居マシタ。
 十、形容ノ出来ナイ様ナ恐ロシイ光景ハ茶飯事ト
 ナリマシタ。彼イ船ノ此處彼處ニ墜テキル人間ノ
 體レタ塊ヲ通ツテ、通墮ヲ避ビナガラ看護人ガ、
 死者ノ根ノ衰弱シタ身体ヲ舷側マデ、運ンデ行キ
 マシタ。其處デ立合ノ者ダケニシカ聞エズニ、海
 デ死ス者ノ葬式ノ儀儀ガ、重リヲ附ケテ身体ガ海
 中ニ投ゼラレル前ニ行ハレマシタ。日射病デ發狂
 シタ一人ノ青年ハ、彼ノ注ツタ頭デ器ノ俾ラス事
 ラ三十時間モ叫ンダノデシタガ、ヤガテ口モ利ケ
 ナイ衰弱ツテ仕舞ヒマシタ。彼ノ死ヌ直前ニ、彼
 ハ便器トシテ使用サレテ居タ一ニナツタ便ヲ駁
 シテ、ソレガ水ダト思ツテ、停止スル前ニ中味ヲ
 ガブガブ飲ミマシタ。

十一、十月七日頃、「マカツサル」到着前、船倉
 ガガソリンヤ彈藥デ一杯デアツタノデ、良煙ガ禁
 止サレマシタ。「マカツサル」デハ、勞働出来ル
 後名ノ者ハ、船ノ積荷ヤ若干ノ彈藥ヲ降ス仕事ヲ
 強制的ニサセラレマシタ。強リノ箱ハ平ニサレ、
 人々ハ船倉ニ降リル事ヲ許可サレマシタ。依然ト
 シテ、塔ラナイ濕雜振リデシタケレドモ、人々ハ
 太陽ヲ避ケラレタノデ、之デ幾分良クナリマシタ。
 十二、積荷ガ降サレタ後、若干ノマンゴウノ果實
 ガ船ニ持ツテ來ラレ、「ハロエコエ」收容所ノ酒

保ノ利益金ヲ購入サレマシタ。水ガ船中ニ持ツテ
來ラレマシタガ、収事場係ノ朝鮮人ガ望ノ無イド
ラム艦ノ清水線ニ鉛筆ヲ引キ、若シモ夜中ニ
其ノ高サガ少シデモ下ツタラ、乗船シテキル全員
ニ食事給與ヲ被ラスト云フ酷刑ヲ課スルト感得シ
マシタ。彼ハ亦、ホースノ漏レ口ノ下ニ棚ヒ寄ツ
テ、貴重ナ水ノ水滴ヲ集メ様トシテキル者ガアル
ト、誰デモ慮リマシタ。

十三、荷物が船ニ積ミ込まレルト、私達ハ再ビ出
航シマシタ。恐ロシイ旅ガ終リヲ告ゲタ事ヲ感ジ
テ、誰モ彼モ本營ニ安心シマシタ。然シ乍ラ、サ
ウデハナカツタノデス。四十日間、私達ハ「マカ
ツサル」附近ノ小島ノ沖合ニ碇泊シテ、時々港ニ
戻ツタリシテ居リマシタ。コレハ、廻リノ旅ニ元
氣ヲ振ヒ起シテ、今度ハ毎日ノ無聊ニ直面シタ多
クノ病人ニトツテハ、恐ロシイ打撃デシタ。私達
ガ遂ニ再ビ出航シタ時迄ニ、二五〇ニ近イ死体ヲ
舷側カラ投ジテ居リマシタ。

十四、他ノ船カラノ生存者ガ、船ニ迎レテ來ラレ
タ時ニ、クラシマ中尉、森軍曹（看護）、カシア
マ（英語ヲ語ス朝鮮人）モ同様乗船シマシタガ、
是等三人ハ「ハロエコエ」ノ收容所ニ居住中、同
地ニ居リマシタ。彼等ハ船ノボートノ一ツニ乗ツ
テ逃ゲタノデシタ。此ノ中尉ハ彼ノ以前ノ態度ニ

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背カズ、私達ヲ援助スル爲ニ、全く何モシマセ
デシタ。勿論、彼ノ軍曹モ通譯カシア、~~ア~~モ何モシ
テ呉レマセンデシタ。此ノ點ニ就テ、一ツノ事件
ヲ申述ベル價值ガアリマス。

十五、或晩、一人ノオランダ人が死~~ニ~~カケテキタ
ノデ、彼ハ非常ニ大キク叱遣ヲ給メマシタ。に六

時中森軍曹（音譯）ガ船橋ニ現ヘレ、若シ此ノ男
ニ眼ヲ注射ヲ與ヘナケレバ、病人ハ全部~~ニ~~ト~~シ~~

シマシタ。注射ハ行ハレマシタガ、三十分ヲ彼ハ
再び眼ヲ覺シマシタ。森軍曹（音譯）ハ~~此~~ニ~~就~~

リ返シテ、又注射ガ行ハレマシタ。一時國後ニ、
再び其ノ男ハ眼ヲ覺シ、又叱遣ヲ給メマシタ。有

ラシ眼リノ眼ヲ張り~~テ~~ゲテ、日本人ノ軍曹ハ、其
ノ男ニ第三回目ノ注射ヲスルカ、サモナケレバ、

下ニ降りテ來テ、擔架ノ患者ノ間デ棒ヲ~~使~~タ
ニ~~眼~~ツテヤルト言ヒ張りマシタ。第三回目ノ注射

ガ行ハレマシタ。ソシテ今度ハ、可哀想ナ此ノ男
ハモウ聲ヲ立テマセンデシタ。彼ハ死ンダノデシ

タ。

十六、病人ガ一杯ニ詰メ返マレテ、動ク場所モナ
イノデ、恐ロシイ程非衛生ナ状態ニナツテ居リマ

シタ。志願シタ看護人達ハ一生懸命ヤリマシタガ
（ソシテ彼等ハ立派ニ努力シマシタ）、彼等ハ一

人が死ンデ直グニ迎イタ場所ヲ、次ノ病人ヲ~~受~~リ~~テ~~

レテ來ル前ニ、掃除スル事が出來ルニ過キナカツ
タノデス。風呂ノ患者ヲ濡レナイ様ニ移動スル場
所ガナカツタノデ、海水デスツカリ洗ハウトスル
事ナドハ不可能デシタ。各人ニハ綿ニフイートノ
場所ガアツテ、ソレダケデシタ。此ノ結果、何處
モ彼處モ、排泄物ガ固マリ付イテキテ、船内中ニ
虱ヤ毛虱ガ居リマシタ。刺サレテモ治療ノ便ナ
リマセンデシタ。人々ハ皮膚ガ剥ケル迄掻キナガ
ラ、惨メニ横タハツテ居リマシタ。船中ガ酸ツバ
イ、ソシテ厭ナ臭ガシテ居リマシタ。

十七、夜間ハ、看護人達ニハ恐ロシイ仕事ガアリ
マシタ。ソレハ人々ノ横臥シタ身体ノ上ラ、大便
用ノ便ヤ尿ノ壺ヲ持ツテ、人ノ漏ンデキルハツチ
ヲ爪先デ歩キ廻ルノデスガ、人々ハ悶氣デ非常ニ
腐ツテ居ルノデ、足デ輕ク傷レタダケデモ、大聲
デ叫ビマシタ。看護人達ハ慰勞サレナイ、厭々ス
ル仕事ニ對シテ、本當ニ一生懸命ニ働キマシタ。
「ハロエコレ」デ立派ナ仕事ヲヤツテ來タ。オラ
ンダ醫師ノ「スプリング」大尉ハ、少シモ身ヲ憐
マズ人々ノ爲ニ、彼ノ儘マザル努力ヲ續ケマシタ。
モウ一人ノ「ハロエコレ」ノ醫師、^{F. H.}「フイリツ
ブス」モ又、病人ノ爲ニ出來ルダケノ事ヲ凡テシテ、
素晴ルク働キマシタ。船ヲ歩キ廻ル事ハ、全ク困
難デシタ。然シ炊事係ノ朝鮮人、カニヲカハ在

庫品が盗マレタト主張シテ、船ヲ横斷シテ後部舷
門ノ使用ヲ禁ジマシタ。月ノ無い暗イ夜ニハ、之
ハ特ニ賊者ヲ看護人ノ運動ヲ困難ニシマシタ。出
港ヲ仕損フ事候同、半貨ハ死ンデ海ニ投ゼラレ、
遂ニ私艇ハ「マカツサル」ヲ出航シマシタ。私艇
ガ「マカツサル」ニ碇泊中、船内自体ノ暗イ状態
トハ別ニ、町ト周邊ヲ爆撃シタ聯合軍飛行機ノ復
次ノ來襲ニ使ツテ、益々緊張シタ状態ニ在リマシ
タ。他ノ船ガ如何ナツタカラ知ツテキタノデ、私
艇ノ船ニ乗り込ンデ來タ生存者艇ハ、再ビ海ニ飛
ビ返ム様ナ事ニナツタラ、今度ハ身体ガ余リ弱ツ
テ泳ゲナイノデ、石ノ様ニ墓場ニ沈ンデ仕舞フダ
ラウト云フ事ヲ知ツテ、神慮質ヲ推測ラシテ苦シ
ミマシタ。此ノ様ナ或ル場合ニ、小形ノ彈頭信管
ガ船ニ落下シテ來マシタガ、負傷者ハアリマセン
デシタ。其ノ他、私艇ノ近邊ニ何モ落下シナカツ
タノハ、此ノ點、私艇ハ極メテ幸運デシタ。ソシ
テドノ飛行機モ私艇ノ小サナ船ニハ何ノ注意モ拂
ヒマセンデシタ。

十八、「ベリ。ベリ」ノ真北ノ「マカツサル」海
峽ヲ横斷シテ、私艇ハ「ボルネオ」ノ東海岸ヲ下
リ、六十八日ノ航海ノ後、遂ニ「スラベヤ」ニ到
着シマシタ。乗船シタ六三〇名ノ内、僅カ三二五
名ガ生存リマシタ。ソシテ是等ハ、二ヶ月モ身体

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ヲ洗ハス、寄生蟲ガ備ヒ通ツテ、大抵身体ガ弱ツ
テ、ヨロヨロシタ變リ果テタテデシタ。私達ハ「
スラバヤ」カラ「バタヴィヤ」ニ向ケ、汽車デ出
發シマシタ。

十九、此ノ經驗ヲ通ジテ、日本人指揮官側ノ執ツ
タ態度ト云ヘバ、野蠻ナ態度、冷笑的無關心、信
ジ難イ馬鹿馬鹿シサ、ソシテ全クノ無能以外ノ何
物デモアリマセンデシタ。責任者ト思ハレタ者ハ、
表面、乗船停處ヲ監督シテ居タクリシマ中尉、私
達ヲ監督シタ日本人下士官ノ森軍曹（音譯）、通
譯ノカシアマ、就事場係ノカノイカ、及ビ預リノ
朝鮮人衛兵デシタ。